

Weather Forecast
Wednesday clearing and cooler.
Thursday cooler in extreme north-
ern portion.

Palatka Daily News

Good Morning—

As a storm purifies the air,
so does misfortune sweeten life.—
Percival.

PALATKA, FLORIDA, WEDNESDAY MORNING, OCTOBER 26, 1921.

PRICE FIVE CENTS

SOUTH FLORIDA IS INUNDATED

TAMPA UNDER 3 FEET OF WATER YESTERDAY NOON

Telegraphic Communication With All South Florida Points Interrupted—Beyond Heavy Winds and Rains With Consequent Destruction of Crops No Damage Done

(By Associated Press)

Jacksonville, Oct. 25.—The business section of Tampa is practically flooded under three feet of water as a result of the gulf storm, according to advices reaching here over crippled transmission lines. No loss of life has been reported but industry is at a standstill. The entire west coast of Florida is feeling the effect of the storm and is virtually isolated insofar as communication is concerned.

Tampa is without lights, telegraph, telephone or street car service, according to these advices, received here by way of Plant City about twenty miles north east of Tampa.

Heavy rains are reported falling over the entire state. Forty miles inland from Tampa in the section around Lakeland and Plant City the truck crops have suffered serious damage.

The highways are virtually impassable because of fallen trees, but so far as known railroad service has not been seriously inconvenienced. Officials of the Atlantic Coast Line railroad with division headquarters at Lakeland, report interruption of service south of Tampa, with water three feet deep over the tracks between Punta Gorda and Boca Grande.

The flooded area in Tampa was described as extending from the bay shore sea wall to the heart of the business section, a distance of about a mile. Fashionable residences along the Bay Shore drive were reported badly damaged from the high water. A gale of fifty-six miles an hour was reported in that city.

Plant City Is Hard Hit

At Plant City the rain fall for the last 48 hours registered 4.26 inches with a wind of 53 miles an hour blowing. Railroad officials reported they were still unable to communicate with any intermediate stations between Plant City and Tampa. A number of cattle are reported drowned.

No information as to the plight of St. Petersburg, about 20 miles across the bay from Tampa, has been obtainable, but it is believed the city is suffering very much similar to Tampa. Both cities are protected by a sea wall with St. Petersburg enjoying a slightly higher elevation.

The heavy rains throughout the state have thrown many cities and towns in darkness because of the disruption of power plant facilities. Notable among these were St. Augustine and Orlando. At St. Augustine pedestrians and property were endangered by broken live wires dangling across the streets. Three small blazes in the business section resulted. Orlando was in total darkness and newspaper plants there suspended along with other business.

The wireless station at St. Augustine reported it had heard no distress calls throughout the day and that communication with west coast stations had failed.

Key West, the extreme southern island of the peninsular chain, apparently enjoys a unique distinction insofar as wire communication is concerned. The force of the hurricane is reported as having passed there with no resultant damage. Shipping between Key West and Havana was suspended because of the heavy seas, but there has been no advices of vessels in distress off that point.

The roof of a school building at Lakeland was blown away but no loss of life resulted. Several small buildings in the rural communities around Lakeland were uprooted, according to reports. The storm is described as the worst since 1897, the west coast having heretofore been immune largely from the tropical hurricanes.

(By Associated Press.)
Ships Stopped In Port
Jacksonville, Oct. 25.—Storm warning was dispatched from the Jacksonville weather bureau Monday afternoon and night halted the passenger ship Arapahoe of the Clyde Line in

Charleston, according to Henry G. White, general agent of the company here. However, the vessel was expected to sail from Charleston at 3 p. m., Tuesday for Jacksonville. Carroll M. Haile, general agent (Continued on Page 2)

Storm's Pathway Reported Between Titusville and Jax

(By Associated Press.)
Washington, Oct. 25.—The weather bureau tonight announced that the tropical storm, which is in effect off the South Atlantic coast was moving inland at last reports and was heading for the northeast coast of Florida, between Jacksonville and Titusville. The bureau was without late reports from the flooded area around Tampa, the last advices having been received about noon today.

AT MIDNIGHT BLOW AT JAX REACHED 30 MILES HOUR

Jacksonville, Oct. 25.—A midnight tonight the tropical hurricane which entered the state at Tampa this morning and spread northeastward across the state, causing damage to crops and property estimated at \$1,000,000, was apparently attaining its maximum velocity in the vicinity of Jacksonville.

The gale was blowing at the rate of sixty miles an hour here at midnight, according to Meteorologist Mitchell. The barometer registered 29.38 and was still falling he said. The gale increased in intensity from 35 miles an hour at noon to the maximum force at midnight. A heavy downpour of rain has been in progress throughout the night.

This city was also aving its trouble with its light facilities, the residential section having (Continued on Page 4)

JAX-MIAMI STEAMER GOES DOWN OFF JUPITER ISLAND

(By Associated Press)

West Palm Beach, Oct. 25.—The freight steamer Thames, plying between Jacksonville and Miami, sank shortly after noon today about fourteen miles north of Jupiter. Captain R. J. Wahl and the crew of fifteen came ashore in life boats at Gomez near here. The vessel carried a cargo of miscellaneous freight for Miami.

The vessel sprang a leak last night, according to Captain Wahl, and he put about in the hope that by going with the wind he would be able to reach port. After manning the pumps all night Captain Wahl had to cast anchor two miles off shore in five fathoms of water. The captain and crew remained with the vessel until she began to sink when they took off in small boats and after fighting heavy seas reached Gomez safely. The vessel had been in Jacksonville-Miami service for several years. She was owned by the Miami Steamship Company.

WIRELESS COMMUNICATION AT ST. PETE FAILS AT 1:30

(By Associated Press)

West Palm Beach, Oct. 25.—Jupiter wireless station, 18 miles north of here, reports St. Petersburg wireless station as having gone out of commission at 1:30 p. m. At that time the tropical storm center was a short distance west of Tampa moving north, northwest. The maximum velocity of the wind was 56 miles per hour from the sea. The barometer at Tampa at noon read 29.04. Later this afternoon the steamship Mexico, wireless Jupiter that a small wooden vessel was in distress six miles north of that station.

The vessel had no wireless and it is believed she has either gone down or come ashore somewhere north of Jupiter.

MONDELL ASKS HOUSE TO EXPELL BLANTON, OF TEXAS, AS MEMBER

(By Associated Press.)
Washington, Oct. 25.—The house was asked today to expell one of its members, Thomas L. Blanton, Democrat, of Texas—for causing to be published in the Congressional Record, an affidavit relative to a row at the government printing office (Continued on Page 2)

HADLEY ALLEGED TO HAVE CONFESSED TO SLAYING HIS WIFE

(By Associated Press.)
Richmond, Va., Oct. 25.—The confession of Dr. Wilmer Amos Hadley, former army surgeon, who went on trial for the alleged murder of his wife in county circuit court this morning which is said to have been made a day or two after his arrest in (Continued on Page 2)

EXCESSIVE PROFITS TO ESCAPE TAX AFTER JAN. 1

(By Associated Press)

Washington, Oct. 25.—Final repeal of the excess profits tax on next January 1 was forecast tonight with the defeat by the senate of an amendment to the tax revision bill proposing indefinite retention of this tax at the present rates. The vote was 39 to 28 with four Republicans joining the solid Democratic minority in supporting the amendment.

Senator Reed, Democrat, Missouri, author of the defeated amendment, immediately reported another for continuation of the profits tax at about half the present rates. This was under debate when the senate recessed at 8 p. m., until 11 a. m. tomorrow, under a unanimous consent agreement to have a final vote on the repeal of the profits tax at 4 p. m. tomorrow.

The session tonight was the first of the long threatened night meetings to expedite passage of the tax bill but it ended more than two hours before the time originally agreed upon. Debate on the second Reed amendment had waxed warm when Senator Penrose, of Pennsylvania, in charge of the tax measure, said he was not disposed to keep the senate together longer if he could obtain a unanimous consent agreement to vote at 4 p. m. tomorrow.

Without a record vote the senate adopted an amendment by Senator Trammell, of Florida, providing that in case a tax payer borrows money to purchase or carry federal securities he may deduct, in computing his net income, only the difference between the amount of the interest paid on the indebtedness and the amount received in interest from the securities.

Immediately after the senate convened and before half the senators had settled in their seats the committee amendment fixing the normal income tax at the present four and eight per cent. rates was adopted. Later the committee amendment increasing from \$2,000 to \$2,500 the families having net incomes of \$5,000 normal exemption, allowed heads of or less, was adopted without a roll call.

(By Associated Press.)
Havre, Oct. 25.—America's unknown soldier is on his way home. After remaining nearly three years in the land where he fought and died he began his last homeward journey on the United States cruiser Olympia, this afternoon.

France, the country where this unsung fighter fell, is not to be forgotten at Arlington, as the symbol of the lost American dead will rest on French soil in the American National cemetery. The Olympia carries with it a large box full of the soil of France, enough to cover the bottom of the unknown soldier's grave.

Simple sincerity marked the departure of the unknown warrior as did his selection at Chantons-Sur-Marne. Just before placing a medal of the Legion of Honor on the casket France's minister of pensions, speaking for the people of France, declared:

"American brother, they are taking you back to the land of your birth. We, however, will piously preserve your memory and the land of France will never forget that you confided to her your last dream." Major General Allen expressed the appreciation of America for the touching manner in which France paid farewell to the unidentified hero.

STRIKE CRISIS TO COME TO A HEAD AT CHI TODAY, MAYBE

(By Associated Press.)

Chicago, Oct. 25.—The United States Labor Board today turned to the railroads in its attempt to avert the rail strike scheduled for October 30, suggesting that the roads temporarily postpone seeking further wage reductions because the Labor Board's docket was so crowded a wage decision could not be rendered before July 1922. The carriers, however, informed the board that they were "powerless to take any other position" than the present one.

In a formal statement the board informed the carriers that it would not consider any petitions for wage cuts until the questions of rules and working conditions now before it were fully settled. The board then unofficially let the carriers know, it was learned, that since a ruling on wages could not be handed down before July 1922 it would like the roads formally to announce the postponement of their plans to seek further pay cuts, taking the attitude that such an announcement might avert a walkout.

Carriers Will Stand Pat

The committee of the Association of Railway Executives, which conferred with the board announced, however, that the carriers would stand pat on their plans to seek new pay cuts on the ground that wages must be reduced before freight rates could be lowered and that since the strike was called, technically, in protest of wage cuts already authorized by the board, there was no necessity for the roads to take other than an inactive part in the strike controversy.

In its communication to the roads the board declared that if both sides would consider the delay necessary before wages again could be reduced they would realize that there was no cause for immediate strike between them over this point.

The unions not taking into consideration this delay were crossing bridges before coming to them when they called a strike, the board's announcement said.

Give Decisions In Their Order
It pointed out that the carriers had repeatedly urged a quick decision on the rules and working conditions questions now before the board, and that it had determined several weeks ago to settle this matter before taking up anything else.

Of the 2,000 cases submitted to the board during its 18 months existence, 1,300 still are unsettled, the statement said, adding that proper consideration between the unions and the roads would have prevented many of them coming to the board.

The board's statement, members said, was issued tonight, the eve of the strike hearing to determine if the transportation act is being violated by the unions in their strike plans, in the hope that it would result in representatives of one side or the other voluntarily offering some plan to clear up the crisis. The board itself has no definite plan, it was said, and will try in the hearing merely to bring out all the facts in the case.

A formal statement issued by the executive committee declared the carriers were powerless to take any other position than that of seeking further wage cuts.

Try To Employ Hines

(By Associated Press.)
Cleveland, Oct. 25.—That the Big Five transportation organization chiefs are expecting a legal battle when they appear before the United States Labor Board tomorrow in Chicago was indicated today when they sought to retain Walker D. Hines, former Director General of the railways, to handle legal phases which might develop. Mr. Hines (Continued on Page 4)